Locomotive manufacturing units

*442. SHRI TARINI KANTA ROY: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of locomotive manufacturing units and their production capacity;

(b) whether there are other production units outside the PSU's and if so, the details thereof;

(c) whether his Ministry utilizes the full capacity of the production units;

(d) whether the production in Chittaranjan Locomotive Works has decreased during the last five years; and

(e) if so,the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU):

(a) to (e) A Statement is laid on the Table of the Sabha.

Statement

(a) There are two locomotive manufacturing units. Chittaranjan Locomotive Works (CLW), Chittaranjan manufactures Electric locomotives and Diesel Locomotive Works (DLW), Varanasi manufactures Diesel locomotives. The yearly production Capacity of CLW is 150 locomotives and of DLW is 150 locomotives.

(b) Indian Railway's requirements are being fully met from CLW and DLW in the recent past. However M/s Bharat Heavy Electricals Limited and M/s SAN Engineering Company, Bangalore have supplied electric and narrow gauge diesel locomotives respectively, to Indian Railways in the past. In addition, Golden Rock workshop, Southern Railway, Trichy and Parel workshop, Central Railway, Mumbai are also manufacturing a very limited number of Narrow gauge locomotives.

(c) Yes Sir, the production plan for 2005-06 is 128 locomotives at CLW against the installed capacity of 150 and 143 locomotives at DLW against the installed capacity of 150. The production plan more or less matches with the available capacity.

(d) No, Sir. The level of Electric Locomotive production at CLW is showing an increasing trend except during the year 2002-03, when production was less in comparison to production in 2001-02. The figures are as under:—

Year	Production
2001-02	82
2002-03	69
2003-04	86
2004-05	90
2005-06	128 (Target)

(e) Does nor arise.

SHRI TARINI KANTA ROY: Sir, I thank the Railway Minister for giving this reply. Part (c) of the question is whether his Ministry utilises the full capacity of the production units and the answer is 'Yes'. But my point is that the full capacity of the Railways is not fully utilised because I have the data with me. The Minister has also given the data. I have with me the data of 2000-01 also. The production was 120 locomotives. In the year 1998-99, Chittaranjan manufacturing unit produced 165 locomotives. Then, in 2000-01, it was 120. Now, it has decreased. It has the capacity of producing 150 a year, but the Railways have ordered only 148 for this year. So, the capacity of production is not fully utilised. I don't know what is the cost behind it. Now, he may answer it.

SHRI R. VELU: Sir, the hon. Member is correct in saying that the capacity is 150 units. Our production target this year is 120 units. Why? That is because, in the Tenth Plan, our whole programme for electrification is of about 1800 KMs. The demand for electrical locos has reduced. And, after all, I cannot produce more. I am not able to export electrical locos, as I do in the case of diesel locos. That is not the priority in the Tenth Plan, with the result, my electrification process also is only 27 per cent of my total route kms. in the country. That being the case, the demand is less. So, I have to necessarily peg my supply in accordance with the demand. So, the point is well-taken. We will definitely improve because that has higher priority; because of the diesel prices going up, the electrical process will also go up. We will see to it that capacity utilisation is improved.

, SHRI TARINI KANTA ROY: My second supplementary is this. As the hon. Minister has replied there are two manufacturing units. One is the CLW and the other is the DLW. I wish to know whether certain components required by these units are obtained through import. If so, what is the total import and what is the percentage of that to the total production of these units.

SHRI R. VELU: Sir, I am not denying the fact that we have been importing electrical units. In fact, we imported 30 units. On the diesel side, we imported 31. But it is only a small number which is why we are importing them. Based on that, we are trying to indigenise our own production. In fact, on the electrical side, we have made our own electrical motors; 97 per cent are indigenous. The result is that as compared to 33 locos that we had been producing on the electrical side earlier, today it is only worth 12.5 crores, almost one-third, which means that the import is meant only for developing our own locos and motors.

SHRI SANTOSH BAGRODIA: Sir, I cannot understand how the Railway Minister can suddenly plan to increase its electrical locomotive production from 90 to 128 units, because the past record is that they cannot produce that many. What steps are they taking to increase this production? Secondly, why is there no demand for these either for export or for domestic use? The Railway Ministry has completely stopped buying wagons which are used for locomotives. No wagon which is good for single-use is being purchased. Wagons only for rake-loads are being produced. Obviously, the demand has gone down. In the process, the villages, the rural areas are suffering because wagons for single-use basis are not available.

SHRI R. VELU: Sir, it is not factually correct, saying that we cannot produce. We had produced 155 wagons in 1996-97, and 165 in 1997-98. Even in 2002-03, we produced 120. So, the figure of 120 is not an unimaginable target. In fact, my capacity is of 150 units. That can be done.

The other point raised was this. Why are we not exporting and why are we not making for the local market? In fact, we have tied up with the ABB of Switzerland for electrical motors. We have now got that kind of cooperation. Secondly, we are also finding or exploring the market inside the country of non-rail users. We will also do our best possible to export. I have already mentioned that, on the diesel side, we are doing it. For

export of diesel locomotives, we have countries like Bangladesh, Sri Lanka, Malaysia, Tanzania, Sudan, etc. So, we will definitely take that into consideration.

SHRI SANTOSH BAGRODIA: What about wagons?

SHRI R. VELU: Of course, this is not related to the main question, because we are only on the locomotives. But I will get back to the hon. Member for whatever information is required by him.

SHRI VASANT CHAVAN: Sir, through you, I want to know from the hon. Minister as to what is the capacity of narrow gauge locomotive production at Parel Mumbai and how much are produced this year?

SHRI R. VELU: Well, Sir, we are also producing narrow gauge even in Golden Rock at Parel. But, then, the narrow gauge is not given such importance now. We want to phase it out for obivious reasons. Now, we have about 3000 kilometres of narrow gauge, and we want to phase it out. Right now, I don't have the figures as to what exactly we are producing. I will get back to the hon. Member with the details.

SHRI VASANT CHAVAN: Sir, is it a fact that they are going to close down the Parel Workshop? ...(*Interruptions*)...

SHRI R. VELU: I have only said that we are phasing it out. The question of closure will be taken up because we want to close the narrow gauge itself. So, where is the question of building it, in the course of time? That is why, Sir, through you, I want to mention that this is not at all a high priority. We will see how best it can be retained, and to what extent it can be retained.

श्री ललित किशोर चतुर्वेदी: माननीय सभापति महोदय, प्रश्न के अन्दर 'क', 'ख' और 'ग', इन तीनों में भाप इंजन के बारे में पूछा गया है, किन्तु तीनों ही प्रश्नों के जो उत्तर आए हैं, इनमें भाप इंजन का कोई जिक्र नहीं है। मैं आपके माध्यम से माननीय मंत्री महोदय से यह पूछना चाहता हूं कि क्या उन्हें इस बात की जानकारी है कि स्टीम इंजन न बनने के कारण प्रदेशों के अन्दर कुछ जगहों पर ट्रेने कैंसिल करनी पड़ी हैं। क्या इस बात की उन्हें जानकारी है, और मैं अपनी जानकारी के अनुसार यह कहना चाहता हूं कि ट्रेनें कैंसिल करनी पड़ी हैं और इस सवाल के जवाब के तीनों ही भागों में उन्होंने स्टीम इंजन की कहीं पर भी चर्चा नहीं की है। मेरा एक दूसरा सवाल भी है ...(व्यवधान)

श्री सभापति: बस दूसरा नहीं केवल एक ही होगा।

श्री ललित किशोर चतुर्वेदी: सभापति जी, मैं आपके माध्यम से पूछना चाहता हूं ...(व्यवधान)

श्री सभापति: नहीं मेरे माध्यम से भी दूसरा नहीं होगा।

SHRI R. VELU: Sir, I would like to inform the hon. Member that we are not at all producing steam engines. We have not advanced from diesel to electrical. What we had produced earlier about 2351 steam locomotives in the CLW, we have subsequently discontinued it in 1971-72, and we have switched-over to diesel. We don't produce diesel locomotives there. Now, we only produce electric engines. As far as steam engines are concerned, I am only operating it for toy trains, or, for the hilly trains for the sake of tourists and for the sake of the old people like me. ....(*Interruptions*)...

प्रो॰ राम देव भंडारी: अनुवाद में ही कहीं गलती हुई है, अनुवाद में उन्होंने भाप इंजन लिखा है।

श्री ललित किशोर चतुर्वेदी: महोदय, मैं यह जानकारी देना चाहता हूं कि वे इस बात की जानकारी करवाएं और पुन: उसे चलवाएं ...(व्यवधान)।

Damage to crops due to pests and other diseases

*443. SHRI ANAND SHARMA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government's attention has been drawn to the large scale damage caused to various crops in major States due to pests and other diseases;

(b) if so, the steps taken to eradicate the same to protect the crops; and

(c) the coverage of various crops in the country under crop insurance scheme?

THE MINISTER OF AGRICULTURE (SHRI SHARAD PAWAR): (a) to (c) A statement is laid on the Table of the House.

Statement

(a) to (c) Low to moderate incidence of various pests and diseases has been reported from time to time in various States, including incidence of red hairy caterpillar on soybean in parts of Madhya Pradesh, tobacco caterpillar and semi looper on soybean in parts of Maharashtra, necrosis